was brought about chiefly by large decreases

in the registration of the downtown dis-

concentrated on the days of registration

by proper legislation, should aid in their

prevention. It is pointed out that during

the four months the investigation was in

progress 4,500 holders of naturalization

Concerning Gov. Odell's efforts to get a

concerning Gov. Odell's efforts to get a complete card index of New York city, Mr. Morgan said: "The most valuable asset which this office has gained as the fruit of the work of the past year, is a complete card catalogue, arranged alphabetically by assembly and election districts, of the

cation of electors in election districts be

applicant for registration in the registry

"Such a requirement," he says, "would prove a very effective check to the activity of the professional impersonator on election

hotel and lodging house reports of every

person claiming a voting residence upon such premises, which report should then be properly certified to this office.

THE BUFFALO BANK FAILURE.

Attorney-General Designates Counsel to

Make a Thorough Investigation.

M. Mayer to-day designated Tracy C.

Becker of Buffalo to act with Joseph G.

Dudley, the representative of the Attorney-

General's department in western New

York, in making an investigation into the

affairs of the closed German Bank of Buffalo.

This action is taken in response, the Attor-

ney-General says, to appeals made to him

from all classes in Buffalo, and at the sug-

gestion of Superintendent of Banking

Mr. Becker is authorized to offer to co-

operate with the District Attorney of Erie

county in discovering whether any crime

has been committed, and he is requested to

one interest. Supt. Kilburn asserts that in the case of the German bank the dis-aster was directly traceable to the change

The Attorney-General to-day received the following letter from Supt. Kilburn:

"The failure of the German bank in Buffalo emphasizes the necessity for changes in the Banking law of the State. It would also seem to suggest the advisability of a thorough investigation, with a view to affect."

also seem to suggest the advisability of a thorough investigation, with a view to ascertaining whether any one officially connected with the German bank has been guilty of wrongdoing. I am not informed as to whether the District Attorney of Eric county proposes to make this investigation or not. It ought, however, to be made and conducted in such a manner as to sift matters to the bottom. I therefore respectfully suggest that as the law officer of the State you institute such investigation as in the circumstances you may deem wise and expedient."

Gov. Higgins Gets the Bribe Charges.

the New York Grand Jury in the matter

of the bribery of legislators by representa-

tives of the Liquor Dealers' Association was received by the Governor in his mail to-day. Gov. Higgins said he had not had an opportunity to examine it yet and that he could not tell at this time what

Passementerie Workers on Strike.

yesterday in the factory of the Long Trimming Company at 200 Spring street. The firm announced its intention of employing

union or non-union workers without dis-crimination and the passementerie workers reported the fact to the union, which or-

dered the strike. About 100 quit work.

The Passementerie Workers' Union or

dered its first strike against the open shop

disposition he would make of it

ALBANY, Jan. 5 .- The presentment of

ALBANY, Jan. 5 .- Attorney-General Julius

day.

Kilburn.

Supplementing such an amendment metropolitan election law should pro-e for the personal signature upon the

and on election day.

were acquitted.

ELECTRIC TOWING DOES IT.

Better Results Than a Barge Canal-Cost One-fifteenth.

Plan Laid Before Committee of the State Commission-It Has William Barelay Parsons's Indersement and Is Backed Up by Figures of Other Eminent Engineers Not Too Late for the State Mistake-Assemblyman Palmer, Who Sees the Point, Says the Motor People Are Tempting the Taxpayers to Save 894,000,000-Their Canal Could Be Equipped in Two Years for More Than the Capacity of a Barge Canal, Which Won't Be Done for a Dozen Years

It was made plain by the statements of eminent engineers, backed up by figures and the record of practical demonstration, at a hearing given in this city yesterday that the building of the barge canal would mean the burning up of at least \$94,000,000.

It was shown that New York State, instead of spending \$101,000,000, perhaps twice that, on a work which would take, at the most favorable calculation, a dozen years to complete, can install within two years, at an expense of \$7,000,000, a towing aystem which would provide for the present Erie Canal more carrying capacity than is claimed for the 1,000 ton barge canal.

This was brought out at a meeting of the sub-committee of the commission appointed by act of the Legislature to investigate systems of electrical towing for the canals. The full commission met in New York last. The full commission met in New York last month and delegated the work of hearing inventors to a sub-committee consisting of E. L. Corthell (chairman), and William A. Brackenridge of the advisory board appointed by the Governor, State Engineer Henry A. Van Alstyne and Assemblyman George M. Palmer and Edwin A. Merritt.

If the committee reports to the full commission the remarkable possibilities of electrical towing, as laid before them yesterday, and the commission lays the facts before the Legislature, it seems almost impossible that the Legislature should not take steps to avoid the waste of millions and give the people of the State an opportunity to check the wholesale, needless expenditure of their money by repealing the referendum of 1993.

It is true that the commission's subcommittee ou plan and scope took it upon itself last month to declare that the law authorizing the investigation "was intended to apply solely to towage on the new barge canals of the State." but the Legislature is likely to bark back to its own resolution, impossible of such construction, which says plainly that the commission was appointed "for the purpose of investigating, and with power to investigate and report on, electrical towing systems applicable to the canals of the State of New York."

The facts and figures are before the subcommittee now, and it has to report them | eighteen-year bonds, and you have the cost to the full commission, which, in turn, is responsible to the Legislature.

Perhaps the situation was best summed up by George M. Palmer, the minority leader in the Assembly, who said, when he had heard the plans and the absolute figures of cost:

You are tempting the taxpayers to take for about \$7,000,000 that for which they are expecting to pay \$101,000,00."

That was the proposition exactly and every man in the room knew that the taxpayers would like to be tempted—tempted and abolish all taxes for canal purposes.

to back out of the sorriest bargain the Electrically equipped, the present canal, according to the figures of the experts. people of a State ever entered into-and that they would yield in a minute if they

got e chance. The hearing was held in Parlor H of the Murray Hill Hotel, beginning at 1 P. M. Besides the sub-committee, there were present Percy Thompson, president of the International Towing and Power Company of 10 Wall street; the company's attorney, ex-Congressman John Murray Mitchell; one of its engineers. St. John Clarke, formerly under the Rapid Transit Commission, and Richard Lamb and Adam E. Schatt, owners of electrical towing devices.

THE SYSTEM TESTED SUCCESSFULY.

Mr. Mitchell placed before the committee the plans of the device owned by the International Towing and Power Company. It is the invention of Stephen W. Wood, inventor of the tapering cartridge of national reputation. The international comof the canal, upper and lower wheels gripping the rail so securely as to secure the traction friction necessary for towage.

Inventor Wood's plans were submitted to F. O. Blackwell, chief engineer of the mining and power department of the General Electric Company, who took charge of the designing and construction of electric locomotives for the system. C. W. Larson, the company's designing engineer, and St. John Clarke were associated

it was impossible to make the merits of the invention known to the officials of the State before the time came to vote on the barge canal proposition, for the International company was unwilling to make any claims until the mule should have a practical demonstration. In 1903 it built a traction way 2,700 feet long on the outer edge of the towpath at Schenectady, with two electric mules to operate thereon. This place was chosen because of its curve

and difficulties. On Oct. 28, 1903, only a few days before the election at which the canal proposition was to be voted on, a public test was given with loaded boats. Supt. Boyd of the Department of Public Works said after the test:

"I believe that the equipment of the canal with the new electrical system will increase its carrying capacity to 10,000,000 tons a year, the estimated tonnage of a barge canal. I was at first sceptical about the system, but all my doubts were set at rest by the demonstration at Schenectady. The motor hauled four boats at an average | the stupendous appropriation. Assembly-

pparent ease. Gov. Odell and other State officials saw

W. B. PARSONS INDORSES IT.

After Mr. Mitchell had presented the ompany's plans and drawings to the committee he read the following letter from William Barclay Parsons, consulting engineer of the Rapid Transit Commission:

NEW YORK, 29th December, 1904. P. Thompson, Esq., President International
Towing and Power Company:

My DEAR SIR: At your request I have examined your plans and the accompanying papers and estimates for the use of electricity as a motive power for towing boats on the

320 Broadway.

New York State canals. From the plans and papers as presented it would appear that you will be able to carry by the present canal as much tonnage as is likely to offer for an enlarged canal, but without the large expense incident to the latter. Such being the case, it would seem to be well worthy of careful consideration and examination by the State authorities. Very truly yours, WILLIAM BARCLAY PARSONS.

PROTECTING THE BUNCO. That was a body blow for the \$101,000,000 thing, and Chairman Corthell apparently got nervous lest it should be hammered

oo much. He said: "This committee can consider only plans which relate to the new barge canal. That to Recede From the \$101,000,000 has been decided upon by the full commission. We cannot consider plans for the present Erie Canal."

"I did not understand that as the sense of the resolution," said Mr. Mitchell. "This present sub-committee is acting

ler instructions," said the chairman. "Then I must have misunderstood the solution read to me," said Mr. Mitchell. "However, as I understand the proposition which we are prepared to explain to the -Would Do Away With Canal Taxes. | committee, this system of electrical towing would be applicable to a large part of the new barge canal."

"I think," said Assemblyman Merritt "that the committee ought to hear what the plans are and then decide what is germane

to the purposes of the commission."

The Chairman—Would you undertake to apply your system to other parts of the barge canal? Thompson-Our system would not

apply to canalized rivers or lakes.

State Engineer Van Alstyne presented a map showing the route of the barge canal, saying that, roughly, about one third of the present canal would be used, the two-thirds remaining being along the course of canalized rivers and lakes. canalized rivers and lakes.

WHAT THE MULE WOULD DO.

It the storm kept him up State.

It was shown that the electric mule would all a flotilla of four boats of a total cargo

haul a flottilla of four boats of a total cargo of 1,000 tons at the rate of four miles an hour, including locking, or eighty-eight hours for the trip. Mules make less than one and a half miles an hour.

Figured on a yearly-capacity of 2,000,000 tons, the cost of hauling per ton mile (that is the way canal transportation is figured) would be practically one mill, the cost decreasing as the capacity increased, until

creasing as the capacity increased, until on a 10,000,000 ton basis it would be only two-fifths of a mill per ton mile. This would include all expenses, even 4 per cent. Interest on equipment and depreciation.

The earnings to the State, if it should adopt the electric nulle giving a percentage

adopt the electric mule, giving a percentage to the present owners, would range from \$1,300,000 gross and \$648,140 net with 2,000,000 tonnage to \$6,500,000 gross and \$5,220,700 net with 10,000,65 tonruge. This is calculated on the assumption that the State would charge 50 tents a ton from Buffalo to Try of Troy to Buffalo, a distance of

Now here's the thing that the people of Now here's the thing that the people this State will be interested in: the figures of the engineers comparing the cost of the barge canal proposition, with a capacity of 10,000,000 tons a year, and the cost of the present canal electrically equipped with a capacity—made possible on account of rapid transit—of 37,000,000 tons a year: Put the cost of building the barge canal

at the stated figure of \$101,000,000, although every one knows it will run far in excess of that amount. Add \$54,540,000 interest on to the taxpayers, \$155,540,000. It will cost \$3,000,000 a year to maintain the canal thus

bringing in no revenue to the State.

With the present canal electrically equipped the net earnings on the light tonnage it now carries would be \$648,140 a year, or \$5,166,520 in eighteen years if the tonnage did not increase a pound in that time. If the tonnage increased to 10,000,000 annually, as the advocates of the barge canal claim, the electric mule would earn, net, \$5,220,000 a year for the State, or \$87,-472,600 in eighteen years. That's more than enough to deepen the canal to nine feet, maintain it, pay off the \$9.000,000 debt

according to the figures of the experts. Blackwell and Clarke, could carry 10,000,000 tons a year with 555 flotillas of four boats each. Each flotilla could carry 1,000 tons east on a trip and 500 tons returning, the westbound canal traffic being comparatively light. Each flotilla would make twelve round trips between Buffalo and

New York.

A flotilla of four boats, each of 250 tons capacity, costs \$14,000. Its operating cost for a season is figured at \$8,467.50, which includes 5 per cent. on the investment, a reserve fund to replace the boats in fifteen years, repairs, insurance, wharfage, tow-ing, wages and board of crew and trim-ming. All that, of course, is a matter which concerns the boat owners.

ANNUAL COST TO THE STATE.

What the electric mule would cost the State is set forth in figures gathered by the engineers from the most reliable sources. There would be the original investment previously referred to as \$7,000,000, but really half a million less in the Blackwell-Clarke statement. The annual expense would be \$6,021,421, including power, wages, oil and waste a 3 per cent, depreciation on pany took up Mr. Wood's idea in 1902 and patented it. It is what is popularly known as the "electric mule." a traction engine running on an elevated rail along the bank

Thompson told the committee that only thirty-four electric mules would be needed for the entire canal. Mr. Brackenridge, who is an engineer, seemed greatly

"Are these figures theoretical or the alt of the experiments at Schenectady?"

They are practical results," said Mr. Mr. Thompson filed figures showing the present cost of steam tows and the cost as it would be on a barge canal. Now, he declared, the cost per ton was 87 cents. It would be \$1.17 on the barge canal.

The cost per ton mile is now 1.75 mills. On the barge canal it would be 2.32 mills. SAVE \$4,000,000 A YEAR.

Mr. Thompson last filed his engineers' statement showing that on the barge canal t would cost \$10,004,384 a year to operate the fleets, pay the interest on \$101,000,000 and supply the \$2,000,000 that it will cost to maintain the canal in excess of the present expense. As it would cost only \$6,021,421 to operate the canal with electrical equipment, the figures indicated an annual saving of more than \$4,000,000. In short

ment, the light state of the light state of more than \$4,000,000. In short, where the cost per ton mile on the barge canal would be 2 mills, it would be only 1-5 mills with electrical equipment.

Mr. Brackenridge wanted to know how the figures would apply to the third of the route which will be a canal proper, and the additional cost of steam towing on the other part of the canal Odell wants to build. Mr. Thompson said that it would be figured out and that the information would be sent to the committee.

sent to the committee.

"That is the only basis we can work on," said the chairman.

However that may be, it had been established that there was a chance for the tarpayers to grab back nine-tenths of the stupendeus appropriation. Assembly-

speed of four and a half miles an hour with | man Palmer made sure of this a minute SUPT.GEO. W. MORGAN'SREPORT A MUFFLED QUESTION.

"This question need not appear in the minutes," said he, "but I would like to ask whether your system can be applied to all parts of the canal as it is now." Chairman Corthell directed the stenog-

Chairman Corthell directed the stenographer to take a rest.

"Certainly it can," said St. John Clarke,
"and I don't object to having that taken
down by the stenographer. We trued to
solve the problem of the canals as they
were. We made the experiments with the
understanding and the hope that our system
might be considered, even if it were a little
late. I hope we are not too late now. The I hope we are not too late now. The

machine is on a working basis."

Messrs Thompson and Clarké were subjected to minute questioning as to the ability of the motor to overcome grades, how the grip worked &c. p worked, &c.
"Have you tested it enough to know

"Yes," said Mr. Clarke, "the device is new, but the principles are old."
"Have you taken into consideration unfavorable conditions and bad luck?" asked Assemblyman Merritt, Mr. Thompson laucher.

laughed.
"It would be run in a business like way, as railroads are run," said he, "and not in the haphazard way that the canals are run These figures for the present canal solute."

"Then," said Assemblyman Palmer, "you are tempting the taxpayers to take for about \$7,000,000 that for which they are

expecting to pay \$101,000,000."
"That's it," said Mr. Thompson.
Mr. Van Alstyne remarked that a State
expert had calculated three or four miles hour as the limit of economical speed "We ran as high as 6 miles an hour," said Mr. Thompson, "but I think that 4½ miles is the economical speed."

OTHER PLANS. Mr. Lamb, whose device has been tried at Tonawanda, explained it. He said that a speed of more than three miles an hour in the present canal was impracticable, as the speed would draw the boat too far toward the bottom. He is in favor of the as the speed would draw the boat too far toward the bottom. He is in favor of the barge canal, which he said would be of great benefit, because barges towed down the Great Lakes could come through to New York without breaking bulk.

"That is," he remarked to the committee, "if the Buffalo interests don't sit down too hard on you."

It will be remembered that some of the Grand Appropriators wanted a harm canal

Grand Appropriators wanted a barge canal 16 feet deep, but had to succumb to the Buffalo elevator interests, who couldn't nk of seeing the grain steamers go by

without stopping.

Mr. Lamb had not prepared his figures on the ton-mile basis, and the chairman asked him to submit them later in that form. Mr. Schatz's exposition of his scheme, which is a light motor on the electric-mule plan, though greatly different from the Wood invention, took only a few minutes, and then the committee went into execu-

There is nothing to say at present about the result of the hearing," said Chairman Corthell afterward. "We will submit our findings to the full committee

WOOD PLAN COULD BE GOING IN A YEAR. A Sun reporter asked Mr. Mitchell how ong it would take to build the Wood sys-

n, elevated rails, trolley and all. Two years at the outside," he replied. "It might be built in a year, for rails of the kind we use are always available. Getting power is a simple part of the probem with so many sources of water power hrough the State. "I regret," he added, "that we were un-

able to put forward this motor before the barge canal proposition was submitted to the Legislature or to the people. I think that if either had realized the economy of it they would not have voted as they did. The trouble was that we did not have our foreign patents at that they are forced to

The trouble was that we did not have our foreign patents at that time and feared to lose them through publication."

Nothing was said at the hearing about the revenue of the patenting company. Mr. Mitchell said that this was nothing to be worried about, as the State might buy or lease the patent, or pay for it on a percentage basis at figures that would be small centage basis at figures that would be small centage. or lease the patent, or pay for it on a per-centage basis at figures that would be small as compared to the great economical result. list and for subsequent court proceedings. He also recommends that the thirty day residential period now required for qualifi-

DEPEW TO FINANCIERS.

Points Out the Advantage of Continuous Representation in the Senate.

Senator Chauncey M. Depew was the that the Election law be amended so as to provide for the personal signature of each guest of the Chamber of Commerce yesterday at it monthly meeting. Presierday at it monthly meeting. President Morris E. Jesup seated Senator Depewsion his right, and the Senator made a little peech in which he said:

I have been living lately rather a strenuous an oath to that effect and make his mark. dent Morris L. Jesup seated Senator Depews on his right, and the Senator made a little speech in which he said:

I have been living lately rather a strenuous life, as you know [laughter], and your greetings come to me the more gratefully now, that I can study with improvement, and, I trust, practise, Wagner's "Simple Life-Thaughter and applause.] I did not know until I went to Washington how mighty a part of the nation our State and especially the city of New York and its interests are among the commonwealths and how deep an interest we have in legislation at Washington. All legislation which affects commercial interests, financial ingests and industrial problems are of green about to New York than they are to any other State, I can easily group States which are represented by over twenty Senators whose population, manufacturing, financial and industrial interests are less than the single State of New York, represented by two Senators.

The rule of the Senate is like the law of

dustrial interests are less than the single State of New York, represented by two Senators.

The rule of the Senate is like the law of the Medes and the Persians, that seniority governs everything. It takes the place of merit or population. The greatest lawyer in the country, with the most distinguished name, when first elected could not get upon the great Committee of the Judiciary unless there was a vacancy, and he never could reach the head of it until all who preceded him had left the Senate. So it is that those States which have kept their Senators continuously in that body, which is the real governing body of the country, control the legislation and rule our policies.

Half a dozen men who have been there on their third, fourth and fifth terms are the chairmen of the great committees in which legislation is initiated and perfected. I can say this now, not as a reason for my reclection, and can say it with grace because that has been very happily and harmoniously conceded, but I know that in another term I can do infinitely better service because of being better placed for the vast interests which, as one of your Senators, I represent, and I take it as a pleasure and a commission to represent those interests. I am the only resident of New York city identified with the great affairs of this city who has been in the Senate in forty years, and I take it as a special commission, particularly when I feel the compliment of the generous support which freezived from members of this chamber while there was any doubt on the subject, that the great commercial interests of this great State, shall receive from me special consideration in all matters of legislation which are likely to affect the prosperity or our State and of our city. [Applause.]

Jacob H. Schiff paid a high tribute to the memory of William H. Baldwin, Jr.

Jacob H. Schiff paid a high tribute to he memory of William H. Baldwin, Jr. A. D. Hepburn spoke about the question f transportation rates, and said that it alled for the most careful consideration. A resolution was introduced by Mr. A. Shattuck, favoring the passage of a constitutional amendment providing for the immediate and rapid development of the highways throughout the State. It was

referred to the committee on internal trade

ITCHING HUMORS



Cuticura Soap and gentle applications of Cuticura Ointment, the great Skin Care, when all

The second

Cruiser Proved Her Seaworthiness in Tues-

AUSE OF THE REDUCED TOTAL VOTE IN THIS CITY.

day's Gale on a Test. NEWPORT, R. I., Jan. 5.-The cruiser Chattanooga, which left here on Tuesday afternoon on her endurance run to sea for wenty-four hours, returned to Newport He Says It Is Due to Decrease in Floating this morning and left at noon for New York. and Lodging House Vote Complete She was at sea during the severe storm of Card Index of Voters' in This City Tuesday night and had a rough time of it.

After leaving Newport, the Chattanobga Amendments to the Election Law.

CHATTANOOGA IS STANCH.

ALBANY, Jan. 5 .- Despite the fact that ran south until 5 P. M., when the sea and wind the population on Manhattan Island has rose so that she headed for the lee of Long been increasing yearly, George W. Morgan, Island. She had been making fifteen knots Superintendent of Elections for the metroin the high sea. About 11 P. M. she found politan district, in his report of the opera-Fire Island light abeam, the storm being at tions of his department during the last year, its height, with a blinding snow and seas and especially for some weeks previous to breaking over her fore and aft. All the last fall's election, says that the number of upper works of the vessel were coated with votes cast in Manhattan and Bronx boroughs ice and she pitched and rolled so that it was 35,000 less than might have been exwas dangerous to be on deck. pected, as compared with the increased

After being on the trial eight and a half registration and vote in those boroughs hours, Capt. Dayton of the inspection board during the two previous presidential eleccalled the test off, and the speed of the vessel This reduction, Mr. Morgan says, was reduced to eight and then to four knots The gale continued until Wednesday, when it began to moderate. The vessel was headed tricts of Manhattan, which contain a large for Block Island and then Narragansett floating and lodging house population and Pier, off which place she anchored at 11 on which most of the work of his office was o'clock last night, coming here this morning.

The members of the board are satisfied that the vessel demonstrated her stanch-The report devotes much space to naturiness thoroughly, and she will be recomalization frauds and declares that this State, | mended by the board for acceptance by the Department.

> NO NEW PRESENTMENT YET. Bishop Tuttle Not Decided What to Do if

certificates were examined, special atten-More Action Comes in Talbot Case. tion being paid to the Italian vote. The ST Louis, Jan. 5.-Bishop Tuttle, Presidresult of this investigation was 232 arrests ing Bishop of the Episcopal Church, received and the cancellation of papers in 407 other a letter yesterday the contents of which cases. In all 639 certificates out or 4,500 he said caused him to conclude that Mr. were found to be fraudulent. During this Jenkinson would not come to St. Louis year there were 562 indictments for crimes with a new presentment against Bishop against the Naturalization laws in the Talbot. The presentment might come, United States Circuit Court for the Souththe Bishop admitted, by letter and not at ern District of New York. Of these 233 the hands of a messenger, but his opinion pleaded guilty and sentence was suspended seemed to be that any action within the on the surrender of their certificate, 81 were deported, 63 imprisoned, 71 are innext few days was unlikely. dicted and awaiting trial, seven were con-victed and are awaiting sentence and six

"Perhaps there is a plan," he said, "to withdraw the present presentment and substitute another one under the new canon. but I cannot tell as yet whether such a plan would properly come before me or not. It seems as if I had discharged my whole duty in appointing the present board and until that body and its action are entirely out of the way I do not see how I can act upon a new presentment. Of course, everything will depend upon the provisions of the new canon which since Jan. I has been in operation. I have not yet received a copy of the new canon, though I have sent for it.

DELAWARE DEADLOCK STANDS. Addicks Faction Is Weakening, However

card catalogue, arranged alphabetically by assembly and election districts, of the 688,504 voters of the city of New York who registered for the general election of 1904. The preparation of this catalogue was begun on the night of the first day of registration. One card was devoted to each voter, his name, age, residence, district and other facts noted by the board of registry being written thereon. To this record were then added all the facts which had been gleaned by this office in its investigation of the right of the person concerned to vote. Whenever any fact concerning any voter shall be learned during the coming year it will be entered upon the appropriate card. When the registration books are opened next fall, therefore, this office will have its entire stock of information regarding these hundreds of thousands of voters arranged in the most compact form for instant reference."

Mr. Morgan recommends legislation which will give him fifty special deputies who will have power to administer oaths and conduct examinations the same as the Superintendent. This is Chairman Odell's idea. -Truce for the Present. DOVER, Del., Jan. 5 .- The Addicks Assemblymen were glad enough to join the Regular Republicans in an armistice this evening. They left the State Capitol for their homes, delegating five Assemblymen to remain here and keep both houses in continuous session balloting for presiding officers. Their forces were never so near conduct examinations the same as the Super-intendent. This is Chairman Odell's idea. Mr. Morgan also asks for a registrar of records and two deputy clerks.

An amendment to the Election law is wreck. They are divided into three camps, each hostile to the other. Addicks, Allee, Marshall and others of their leaders are conspicuously absent. None seem willing to come out openly and assume the responsibility for the hold-up of the State's legislative machinery

Balloting for United States Senator must begin on Tuesday, but cannot begin as required by Federal law, with neither house organized, and even the sober Senate unable to have a roll call. The Senate and House extended, though such a change would require a constitutional amendment. each took six ballots to-day without effecting an organization

SLOCUM SURVIVORS BITTER.

Fund in Paster Haas's Hands. At the eighteenth regular meeting of Schuetzen Hall last night, much dissatisfaction was expressed by the members that the \$18,000 remaining from the relief fund had not been placed at their disposal by Pastor Haas of St. Mark's Lutheran Church. Several of the association members complained that when they had asked

for relief they had been put off or refused. President Charles Dersch advised the members to make application in every case where help was needed and to report to the executive committee all failures to

We do not wish to pound Pastor Haas, he said, "but we are in a position to see that justice is done, and we mean to do it."

It was suggested that on the coming Sunday all the members attend the First German Methodist Episcopal Church, where Pastor Henry Mueller is to christen a child of one of the members. Several of those present seemed to think that the christening was only a pretext and that the move was the beginning of a break in the German Lutheran church of which Dr. Haas is

president of the association re-

The president of the association reported that a bill was being pushed through Congress to bring the claims of the survivors against the Government before the Court of Claims. He said that Congressman Sulzer had assured him that the bill would pass, and he added that test cases would be tried at once.

Reports were also received on the fund with which it is proposed to erect a monument to the unknown dead in Lutheran Cemetery at Middle Village, L. I. It was reported that \$1.500 had been raised, and it is planned to expend at least \$20,000.

A cheerful incident of the meeting was the report that Walter Peters, whose death in the subway had been reported in the ascertain what, if any, changes should be made in the present Banking law so as to make it impossible for a similar situation to arise again. The Attorney-General and the Superin-tendent of Banking hope that the failure of this Buffalo bank will result in changes in the Banking law along the lines of the recommendations of Supt. Kilburn to prohibit the transfer of the control of a bank to new interests, or at least to prescribe conditions under which alone such a transfer may be made, and to prevent excessively large loans being made to any one interest. Supt. Kilburn asserts that in the subway had been reported in the evening papers, was very much alive. Some other Peters is dead. President Dersch was reelected.

SAVED 'EM.

Police Department to the Rescue of Maidens Afraid of the Dark.

"This is Nellie Martin," said a plaintive voice over the Police Headquarter's telephone about 8 o'cleck last night. "I'm locked in Benziger's store at 36 Barclay street. Nellie Fitzpatrick and Finma Sonnelitner are with me. The janitor went away and we didn't know it." The sergeant called up the Church street station, and Patrolman McGinnis went

station, and ratrollian steelinis went forth to the rescue.

"Hello!" he yelled a few minutes later in front of the building, "where are youse!"

There was a loud tapping on a window pane on the second floor in reply and a minute later the window was pushed up.

"Can't young come down to the second."

minute later the window was pushed up.
"Can't youse come down to the ground
floor," said McGinnis.

"Yes, but how are you going to get in?"
one of the girls replied. "The plate glass
windows won't raise."

"But why can't you open the etoreroom
door and come out?" inquired McGinnis,
indicating a door to the right of the entrance.
"Because—because it's dark," replied
one of the girls, "and we've used up all
our matches."

"I'll go and get a ladder." said McGinnis

our matches."

"I'll go and get a ladder," said McGinnis, and off he went to the Fulton street engine house. He came back with the ladder, got in at the second floor window, was received enthusiastically and led the girls downstairs and out the storeroom door, which opens from the inside.

Statehood Bill Discussed in the Senate. WASHINGTON, Jan. 5 .- The Statehood bill was discussed for two hours in the Senate to-day and was then temporarily laid aside
for the consideration of the omnibus claims
bill. After the last named bill had been read the Senate adjourned.

258 Broadway, cor. Warren, 258 Broadway, cor. Warren,

and 'Closefitting"

Collar.

Our \$11.75 Sale of Men's \$20, \$18, \$17 and \$15 Winter Suits, Overcoats.

ARELY does an opportunity offer itself for men to own clothes of so superior a character at so low a price. We count this the most exceptional offering in point of value ever made. Winter suits and overcoats that were up till now \$20, \$18, \$17 and \$15 are now reduced to a uniform

price-Every garment is made with our famous new Concave " Shoulder

\$11.75. Concerned in this sale are medium length overcoats and extra long coats in plain and fancy fabrics.

And sack suits in single and double breasted models of all the new stylish

WM. VOGEL & SON. Broadway.

Houston St.

PECIAL DERBY HAT SALE. \$1.80 while they last. All 3 Stores. Especially made up for this sale, the slightly imperfect bodies of our regular

\$3 and \$4 Derby Hats. One-third of them are \$4 bodies.
YOU CAN'T FIND THE IMPERFECTIONS IF YOU TRY. \$1.80 each. Stock taking reveals several additional lots of fine high priced OVERCOATS that have been marked down to \$22.50, and some excellent stylish suits that are now marked down to \$15. They are well worth while.

SMITH, GRAY & CO. \$1.80

"A New Year Change."



Broadway at Bedford Av. Bklyn.

Broadway at

BACKED CLAIM WITH THREATS. Adjuster of Public Service Corporation Has Letter Writer Arrested.

John Madruniski, 46 years old, a taker lving at 592 Palisade avenue, Jersey City was arrested yesterday afternoon on complaint of John P. Feeney, chief adjuster of the Public Service Corporation of New Jersey, who says the prisoner wrote a letter in which he threatened to shoot the adjuster

and his wife unless he got some money.

A SCHOOL OF SOCIALISM.

Lectures for Students.

The school for socialism threatened Association Talks About Balance of Relief, sometime ago by the New York section of the Social Democratic party is to be started next Tuesday, according to a report made the Slocum Survivors' Association, held in | yesterday by a committee of ten appointed to lay out a plan. The season this year is to consist of lectures to "students in socialism" in Brevoort Hall on Tuesday even-

SUICIDE MYSTERY CLEARED UP.

Madruniski and three other bakers were vercome by illuminating gas while at work in a Union Hill bakeshop. They threatened to sue the Public Service Corporation, which owns the gas mains, for damages. Adjuster Feeney settled Madruniski's claim for less than \$100. The man spent his money and then demanded more. He didn't get it. He called at Mr. Feeney's home, at 233 Eighth street, Jersey City, several times and created a disturbance. Then he wrote to Mrs. Feeney. He said he had been ordered to move because he couldn't pay his rent, he had five children and was out of work, and threatened to do some shooting unless he got some money in a hurry. His arrest followed.

Social Democratic Party Starts

ism" in Brevoort Hall on Tuesday evenings until May.

Morris Hillquitt will begin next Tuesday with "The History of Socialism." He will be followed by Henry R. Soboddin on "Philosophic Socialism." Algernon Lee on "Economics" and John Sparzo on "The Application of Socialism to Social Problems."

Englishman Who Shot Himself Two Years

Ago Woold Have Had a Fortune.

ATLANTIC CITY, N. J., Jan. 5.-Proprietor Samuel Phoebus of the Hotel Wiltshire today appeared before the British Vice-Consul in Philadelphia and identified photographs which clear up the mystery surounding the suicide of an Englishman who two years ago blew out his brains in his bedroom at the Wiltshire. The man had registered as Charles V. Turner, and when no one ap peared to identify the body it was interred at public expense. E. J. Outram, a London lawyer, in search-

ing for a missing heir to an estate in England got hold of a cablegram applying to the man's family for funds just before he shot himself. The lawyer came here with photographs and these were recognized. nized. Phœbus appeared before the Con-sul to certify to the manner in which Turner had died. The body will be exhumed and sent to England for burial in the family vault. He left a widow and two children in London. The widow holds a \$13,000 life insurance policy, which is the chief reason for the lawyer coming to America. Relatives also have died since the man's death, from whom he would have inherited a fortune estimated at £100,000.

JAIL FOR PISTOL CARRIERS.

Mr. Jerome Would Make It a Misdemeanor to Go Armed Without License. District Attorney Jerome has drafted e making it a misdemeanor (which would be punishable by \$500 fine or a year's imprisonment or both) to carry a loaded pistol-without a license in any city of 100,000 or more population. He says the \$10 fine under the city ordinance is no deterrent to crooks aud toughs. The bill will be intro-duced by Assemblyman Tompkins.

Miss Seligman's Legacy to Firemen.

Fire Commissioner Hayes received a check for \$1,000 yesterday from Henry Hillquitt will wind up the season with two lectures on "The Future State." Next year it is proposed to have classes, recitations and examinations, as well as lectures.

The wine of the banquet and ultra-brilliant functions is pronounced by connoisseurs to be SEAL GOLD SE COLD

CHAMPAGNE

SPECIAL DRY-BRUT Exquisite in bouquet, bead and flavor-all the Special Bry delicious qualities of the French product, at half and the best of the contract of

Sold by all leading grocers and wine merchants



and State

GOLD SEAL

Like father-Likes a full stock of suits from which to choose at this operates in boys' clothing, too midseason.

Likes unexpected savings due made possible by a scaling down to price revisions of from \$2 to of very many boys' suits. values-like the suits now at overcoats at \$7.50 whose prices

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We fill orders by mail.

Like son-The same plan of mark-downs Considerable savings are

\$5 here and there through the As for boys' overcoats, beside suit stock, giving our regular the general price revisions there customers the benefit of extra are a number of fine winter

were higher. ROGERS, PEET & COMPANY.

558 Broadway, cor. Warren, opposite City Hall. 842 Broadway, cor. 18th, and 140 to 148 4th Ava. 1260 Broadway, cor. 82d, and 65 West 33d St.